

REMARKS

Applicants have amended the claims to better define the invention and amended the specification to correct minor errors. Applicants respectfully traverse the rejection of the claims over the cited art and respectfully request reconsideration.

In this invention, a small engine is located within a housing to be mounted to a vehicle. Because of the space constraints and the small size of the engine, oil filter 25 (Figure 1) is mounted externally of auxiliary engine 13. Oil filter 25 is connected to auxiliary engine 13 by two fluid lines 23, one of which leads from the engine to the filter and the other leads from the filter back to the engine. Fluid lines 23 are also external of the engine.

Carter, 3,295,507, discloses a filter 20 that is mounted to engine 10. Lubricant filter 20 is connected to adapter 50, which in turn is connected to the engine block at lubricant manifold 18 for receiving lubricant directly from manifold 18. Manifold 18 is connected by an internal fluid line 16 to an internal mechanical pump 14 located within engine 12. An external fluid line 22 leads from filter 20 to an external pump 24 that is driven by an electrical motor 26. The fluid from electrical pump 24 is discharged through fluid line 46 and filter assembly 20 back into sump 12 of engine 10.

Prior to startup, the operator will run electrical motor 26 and pump 24 briefly to circulate lubricant through engine 10 before engine 10 begins to operate. Lubricant flows from sump 12 through conduit 22 to pump 24, and from there through conduit 46, filter element 86 and out passage 80 into the engine. Then the starter for engine 10 is energized, which starts the engine and starts mechanical pump 14 to operate (column 5, lines 55-68). The electrical circuitry associated with the device breaks relay 32, opening switch 38 to stop pump 24 from operating

shortly after the engine is started. The lubricant then circulates conventionally up fluid line 16, through filter element 86 and out passage 80 back into sump 12.

In Carter, filter 20 is mounted to engine block 10 so as to use the conventional manifold 18 in engine block 10. Filter 20 operates conventionally after startup. The external lines to external pump 24 are utilized only prior to and during startup.

Applicants' claim 1 requires a lubricant filter fluidly located external of and free of attachment to the auxiliary engine. It requires a first fluid line located externally of the engine leading from the engine to the filter and a second fluid line external of the engine leading from the filter back to the engine. Carter does not disclose a lubricant filter free of attachment to the engine, rather filter assembly 20 is attached to the engine block with adapter 50. Carter does not show two fluid lines external of the engine leading to and from the filter. Rather, one of the lines in Carter is internal fluid line 16. Applicants submit that claim 1 distinguishes over the reference.

Furthermore, there would be no motivation for Carter to mount filter 20 at another location than engine block 10 because filter 20 operates conventionally after initial startup. There is no suggestion of how one could connect internal manifold 18 of engine 10 to an external fluid line that would lead externally to filter 20. There would be no motivation to try to make that adaptation. Carter states at column 4, lines 45-48 that filter adapter 50 can be secured to the engine block in any manner but preferably makes use of the existing connections provided on many contemporary models of automobile engines.

Claim 10 requires a lubricant filter located exterior of and free from attachment to the auxiliary engine. Claim 10 also requires fluid lines leading externally from the engine to the

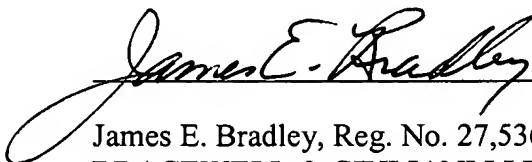
filter and from the filter back to the engine. As discussed above, Carter only shows one external fluid line 22, 46, and fluid line 16 is internal to the engine.

In regard to the other references, as noted by the examiner, a lubricant filter is not discussed in Wakabayashi 4,748,824. Lace 3,614,593 discloses an alternator and does not mention anything concerning an engine or a filter. Consequently, combining Carter with these references would not meet the requirements of the claims.

It is respectfully submitted that the claims are now in condition for allowance and favorable action is respectfully requested. The Commissioner is hereby authorized to charge or credit any fees to Bracewell & Giuliani LLP Deposit Account No. 50-0259 (Order No. 0563JB.036284)

Respectfully submitted,

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